





# Today's Advertisements.

## HONGKONG MISSIONS TO SEAMEN

### CONCERT

will be given  
THIS EVENING  
(WEDNESDAY), the 1st May, 1901,  
at 9 P.M.,  
BY THE MEMBERS OF  
ST. JOHN'S CATHEDRAL CHOIR,  
IN THE  
HON. C. P. CHATER'S BUNGALOW,  
KOWLOON.  
(Kindly lent for the Occasion).

An Attractive Programme has been arranged  
which will consist of  
PART SONGS, DUETS, SOLOS, PIANO-FORTE  
SELECTIONS.

The Proceeds will be devoted to the local work  
of the Missions to Seamen.

ADMISSION ..... \$1  
(A few Reserved Seats) ..... \$2  
Soldiers and Sailors Half-price.

TICKETS may be obtained from the  
ROBINSON PIANO COMPANY; Revs. J. H.  
FRANCE and T. WRIGHT; and  
A. CUNNINGHAM,  
Hon. Sec.,  
St. John's Cathedral Choir,  
Hongkong, 1st May, 1901. [456c]

## ZETLAND LODGE.

A REGULAR MEETING of the above  
LODGE will be held at the FREEMASONS'  
HALL, Zetland Street, TONIGHT,  
the 1st instant, at 8.30 for 9 p.m. precisely.  
Visiting Brethren are cordially invited to attend.  
Hongkong, 1st May, 1901. [470c]

### NOTICE.

THE INTERESTS AND RESPONSIBILITIES  
of Mr. M. ADLER and Mr. R. M. GRAY  
in our Firm CEASED on the 30th ult.

Mr. J. STERN and Mr. H. E. TOMKINS  
are admitted PARTNERS in our Firm in Hong-  
kong and China from this Date.  
REISS & CO. [478c]

### NOTICE.

DURING the TEMPORARY ABSENCE  
of Mr. KURT WISEL from Hongkong,  
Mr. CARL MITTEL is authorized to singly  
SIGN our Firm per Procuration.  
W. MEYERINK & CO. [479c]

### TO LET.

A HOUSE in RYON TERRACE.  
HOUSES at LEIGHTON HILL.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 1st May, 1901. [209c]

### TO LET.

GO DOWN in DUBBEL STREET from 1st  
Immediate Possession.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 1st May, 1901. [476c]

THE CHINA MUTUAL STEAM NAVIGA-  
TION COMPANY, LIMITED.

FOR SEATTLE (VIA KOBE AND  
YOKOHAMA).  
The Company's Steamship

"PINGSUEY"  
Captain De la Perelle will be despatched as above  
on FRIDAY, the 3rd instant, at Daylight,  
taking Cargo to SEATTLE only, at Current  
Rates of Freight.

For Freight, apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 1st May, 1901. [480c]

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.  
The Company's Steamship

"AKASHI MARU"  
Captain K. Suzuki, will be despatched as above  
on WEDNESDAY, the 1st instant, at Daylight.  
For Freight or Passage, apply to  
THE MITSUBISHI KAISHA,  
Agents.  
Hongkong, 1st May, 1901. [481c]

PORTLAND AND ASIATIC STEAMSHIP  
COMPANY.

Agents for and in connection with  
THE OREGON RAILROAD AND  
NAVIGATION COMPANY,  
Operating the New First-class Steamships  
"INDRAVELLA," "INDRAPURA,"  
"KNIGHT COMPANION,"  
between  
HONGKONG and PORTLAND (OR.)  
Calling at SHANGHAI, NAGASAKI, MOI, KOBE,  
and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION,"  
will be despatched for PORTLAND (OR.)  
on WEDNESDAY, the 1st instant.  
Through Bills of Lading issued to Pacific  
Coast Ports and all Eastern Canadian and  
United States Ports.

For through Rates of Freight and further  
Information communicate with or apply to  
ALLAN CAMERON,  
General Agent,  
or to  
SHEWAN, TOMES & CO. [437c]

Occidental and Oriental Steam-  
SHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship  
GALICIA,  
are hereby notified that their Goods are at  
their risk being discharged into Lighters and/or  
landed into our Godowns at Wanchai and  
delivery may be had either from Lighters or  
from Godowns upon countersignature of Bills  
of Lading.

Goods remaining unclaimed after the 8th  
instant will be subject to rent.  
No Fire Insurance has been effected.  
GEORGE ECKLEN,  
Acting Agent.  
Hongkong, 1st May, 1901. [2]

# Today's Advertisement.

## THEATRE ROYAL.

UNDER the Direction of Mr. ROBERT  
BROUGH.  
Representative—Mr. ALLAN HAMILTON.

### LAST FIVE NIGHTS

OF THE  
BROUGH COMEDY CO.  
TONIGHT (WEDNESDAY), May 1st,  
NO PERFORMANCE.  
TO-MORROW  
(THURSDAY), May 2nd, (One Night only),  
"THE AMAZONS,"  
A Farical Romance in Three Acts, by  
ARTHUR W. PINERO.

FRIDAY, May 3rd,  
NO PERFORMANCE.  
SATURDAY, May 4th, (One Night only),  
"AN IDEAL HUSBAND,"  
A Comedy in Four Acts, by the late  
OSCAR WILDE.

MONDAY, May 6th, (One Night only),  
"SOWING THE WIND,"  
A Play in Four Acts, by SYDNEY GRUNDY.

TUESDAY, May 7th, (One Night only),  
"A VILLAGE PRIEST,"  
A Drama in Five Acts, by  
SYDNEY GRUNDY.

WEDNESDAY, May 8th,  
LAST NIGHT OF THE SEASON,  
"NIOBE,"  
A Mythological Farical Comedy in Three  
Acts, by H. & E. PAULTON.

PRICES—\$3, \$2, and \$1. Box Plans at  
THE ROBINSON PIANO CO. Late Trams 15  
minutes after Performance.

Doors open 8.30. Curtain 9. Carriages 11.30.  
Hongkong, 1st May, 1901. [493c]

### Intimation.

## A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

### THE LEADING MANUFACTURERS

OF  
AERATED WATERS  
IN THE FAR EAST.

THE MOST PERFECT SYSTEM  
OF FILTRATION  
of the Water is employed.

guaranteeing  
ABSOLUTE PURITY,  
reports from the  
HIGHEST EXPERT AUTHORITIES.

WATERS Manufactured by us  
are acknowledged by the principal  
English makers to be EQUAL TO  
THOSE OF THEIR OWN PRO-  
DUCTION.

Manufactured under EXPERT  
ENGLISH SUPERVISION.

Special Terms to large consumers.

A. S. WATSON & CO., LIMITED,  
THE HONGKONG DISPENSARY.

DEATH.

On the 30th April, at the Government Civil  
Hospital, MAURICE CHILTON COLE LEWIS,  
late of Fresno, California, third surviving son  
of the late Captain John C. A. Lewis, of  
Teddington, Middlesex. [477c]

On the 30th April, at the Government Civil  
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poor work. First class clerks are not at-  
tracted by the miserable pittance which is  
offered to them, and if one does by chance  
happen to join the Post Office he takes the  
first opportunity which offers of bettering his  
position, and small blame to him.

What is wanted in our local Post Office  
is a better paid and better qualified staff.  
On the salaries now offered, the Postmaster-  
General is unable to obtain men sufficiently  
well educated to carry out the work required  
of them. A Post Office clerk requires to  
have a particularly good knowledge of geo-  
graphy as a foundation for him to start his  
career upon, but this our clerks are sadly  
lacking in, as witness the manner in which  
they write the name of the county instead  
of that of the town upon receipts for parcels  
and registered letters. If, as is most prob-  
able, the bulk of them are educated at  
Queen's College, one cannot be surprised at  
their ignorance after a perusal of the report  
of the Examiners on that institution, but  
still this does not excuse ignorance. We  
fully sympathise with the struggle which our  
Acting Postmaster General is making to keep  
his Department up to date, and wish that  
the Authorities were as convinced as we are  
of the necessity of supplying him with a  
good and intelligent staff.

OUR SPECIAL EDITION.

The Special Descriptive and Statistical  
Edition of the *Hongkong Telegraph* should  
have made its appearance this evening, but  
owing to the difficulty in obtaining in-  
formation from our busy business men, we  
are forced to hold over the issue until to-  
morrow, though as this is being written  
the last page of the special has already  
gone to press. We must hence crave the  
indulgence of our readers for a day. We  
trust that the issue as it appears to-morrow  
will make up for the delay, for Mr. Dennison  
Gray has expended his best energies upon  
it and has worked hard to make it a success.  
It will be on sale to-morrow morning at fifty  
cents per copy. As only a limited edition  
has been struck off, and there can be no  
reprint, those desirous of obtaining copies  
should order at once.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA.

LONDON, April 29th.

Twenty five Colonials were surprised by  
400 Boers near Kroonstad. Resistance was  
maintained for eight hours, during which  
time fourteen of the Colonials were killed,  
and the remainder wounded. Their ammuni-  
tion becoming exhausted, they then sur-  
rendered.

The Boers have detailed an ambulance  
train south of Pretoria.

THE MURDER OF THE SCIENTIST  
MENCKE.

The German Emperor has ordered the  
army to proceed to the scene of the murder  
of the German scientist Mencke to exact  
reparation.

LATER.

BRITISH SOUTH AFRICA.

Kitchener's scouts surprised Commandant  
Vourensburg's laager to the north of Pieters-  
burg. Seven Boers were killed and 41 taken  
prisoners. 38,500 rounds of ammunition,  
also all the wagons and animals were cap-  
tured.

SALE OF THE LEYLAND LINE  
OF STEAMERS.

Mr. Pierpont Morgan has bought the  
Leyland Line's fleet of steamers. It is stated  
that further purchases are contemplated with  
a view to a shipping combination.

CHINA.

Viscount Cranborne states that no reduc-  
tion of the garrison at Shanghai will be made  
for the present.

It is contemplated that some British troops  
may be withdrawn from Tientsin and Wei-  
hai-wei.

WEATHER REPORT.

The Observatory report says—  
On the 1st at 12.20 p.m. the barometer has  
fallen on the China coast owing to a depression  
which seems to be moving Eastwards along the  
Yangtze valley. Gradients slight to moderate  
for S. winds on the China coast. Forecast—  
Moderate to fresh S. and S.W. winds; fair.

LOCAL AND GENERAL.

A GOOD shorthand reporter is wanted, vide  
advertisement appearing elsewhere.

THERE will be no performance at the theatre  
to-night, but to-morrow night *The Amazons*  
will be staged.

COMMENCING from this evening the Canton  
night boats will leave their Wharves at 6 p.m.  
instead of 5.30 p.m.

A RETURN of the cases of communicable  
disease occurring in this Colony during the  
week ended the 27th ult. gives: 65 cases of  
Diphtheria, and 55 deaths. Small-pox 7  
cases and 5 deaths, 6 cases being Chinese and  
1 Indian.

IN the Naval Yard, near the Secretary's Office,  
is a small brass howitzer mounted on a field-  
carriage. A brass plate attached to the wall  
sets forth that the gun was captured at the  
North West Fort at Taku and was presented to  
the Naval Yard by H.M.S. *Barfleur*.

WE shall be obliged if any subscriber on  
receiving his paper late or irregularly will  
write on the Wrapper of the paper the Time of  
delivery, etc., and forward the Wrapper to the  
Manager, *Hongkong Telegraph Co., Ltd.*, 50  
Queen's Road Central. The wrapper will  
enable us to check the delivery clerks.

As the Duchess of Cornwall and York was  
leaving Malta, the Countess Saint Fournier  
presented her, in the name of the ladies of  
the committee, with a Maltese lace shawl  
of the oldest and best Balla lace purchasable  
on the island, enclosed in a white plush box,  
with a silver tablet, on which was inscribed,  
"A souvenir of Malta" and the date of presenta-  
tion.

AN *Express* Correspondent writes from  
Madrid—A telegram to the Madrid papers  
states that a woman employed in the mercury  
mines at Almaden gave birth, ten months ago,  
to three boys, who are enjoying perfect health.  
She has just now given birth to five children,  
all of them showing signs of being determined  
to live. Eight children in ten months! This  
comes, evidently, of a mercurial temperament.

EARLY yesterday morning Inspector Mills,  
of the Sanitary Board, paid a surprise-visit to  
a registered coolie lodging-house at No. 2,  
George's Lane. As soon as he entered, the  
coolies recognised the Inspector, and made a  
rush for the roof, which is unprotected by any  
pavement, and in the scramble to escape, a coolie  
fell to the ground, about sixty feet, and was  
killed instantly. The body was taken to the  
mortuary, and an enquiry will probably be held  
in the matter.

At a recent meeting of the Westminster City  
Council, over which the Duke of Norfolk  
presided, Mr. L. H. Hayter, the chairman of  
the finance committee, produced the council's  
first financial estimate for the ensuing twelve  
months. He stated that the investigations of  
the committee had disclosed the fact that West-  
minster was the richest city in the world, with  
a rateable value of £5,321,585, and they would  
have to raise by way of rates in the coming  
year no less than £1,504,330.

MISS CHARLOTTE Yonge was laid to rest on  
the 29th ult. says a home paper at Otterburne.  
The Church of St. Matthew, in which she had  
worshipped for 50 years, was crowded with  
villagers, friends, and admirers of the gifted  
author. The Rev. H. A. Bowles, vicar of the  
parish, officiated, assisted by the Rev. H. W.  
Brook, former vicar, and the Dean of Win-  
chester. Deceased was laid at the foot of the  
Memorial Cross to her old friend and pastor,  
John Keble, of whose death, by a coincidence,  
it was the thirty-fifth anniversary. Numerous  
floral tributes were sent from friends, relatives,  
societies, and institutions.

MR. Carnegie in the *North American Review*  
says—"When I was a work-boy in Pittsburgh,  
Colonel Anderson, of Allegheny—a name I can  
never speak without feelings of devotional  
gratitude—opened his little library of four hun-  
dred books to boys. Every Saturday afternoon  
he was in attendance at his house to exchange  
books. No one but he who has felt it can ever  
know the intense longing with which the  
arrival of Saturday was awaited, that a new  
book might be had. My brother and Mr.  
Phipps, who have been my principal business  
partners through life, shared with me Colonel  
Anderson's precious generosity, and it was  
when revelling in the treasures which he opened  
to us that I resolved, if ever wealth came to  
me, that it should be used to establish free  
libraries, that other poor boys might receive  
opportunities similar to those for which we  
were indebted to that noble man."

A REMARKABLE scene in connection with the  
dispute between the East and West Country  
fishermen, on what is known as the Sunday  
fishing question, occurred at St. Ives, Cornwall,  
on Saturday afternoon, says a home paper of  
the 1st ult. An East-Coast boat, the *Buttercup*,  
came into harbour with a catch of mackerel.  
She was greeted by a large number of St. Ives  
fishermen, who intimated to the captain that as  
he had been a Sunday fisher he should not  
land his catch. The captain sought the mayor  
who told him there was no law to prevent him  
landing his fish. The police were also present to  
assist the captain, but the crowd declared  
their intention of throwing the cargo into the  
water again if any attempt was made to put it  
ashore. The captain has placed the matter in  
the hands of the Suffolk Fish Owners' Protec-  
tion Society, and a complaint has been lodged  
with the town clerk of St. Ives. The fishermen  
declare that they will not allow fish to be land-  
ed by boats which do not remain in port on  
Saturday and Sunday nights. What would  
they think of Hongkong sportsmen, we wonder?

The following items are from the *Peking &  
Tientsin Times* of the 20th ult:—

We regret to learn that Capt. Bertsch, Ger-  
man 2nd Regiment, was shot in the back on  
his way from the Summer Palace on the 11th  
inst., and about five miles from Peking.

On Sunday evening a drunken German  
soldier riding in a ricksha along the eastern  
side of the Native City, flourishing his sword  
about, wounded no less than fourteen Chinese.

An explosion occurred at the Cheng-ke  
arsenal, Peking, now occupied by the Germans,  
the day before yesterday at ten o'clock in the  
morning. Several soldiers and one officer are  
reported to have been killed, and many wound-  
ed. Three rifles were carried by the explosion  
as far as Li Hung-chang's residence; the old  
Viceroy was much startled.

Viceroy Liu has enlisted all the fishing junks  
at the mouth of the River Yangtze as naval  
reserve boats. His ostensible reason is to  
prevent them becoming pirates, but as the  
fishermen are expert seamen and divers, the  
*Chi Pao* opines he has them in view for  
defensive purposes.

The *Je K* reports some Indian soldiers have  
been marauding in the village of Chang Chia-  
chuang, and when the gentry with the native  
police tried to stop them, they fought and  
wounded some.

The Chinese have been very active lately in  
cutting the telegraph wires near Peking for  
the purpose of stealing the wire, which they can  
utilize in a variety of ways.

Some Chinese reformists in Peking are  
making arrangements for the publication of a  
monthly magazine in the Capital similar to the  
one formerly produced in Shanghai.

IN order to anticipate the coming of the pest  
the Tokyo municipal authorities will distribute  
gratis 50,000 rat traps among the poor people  
of the city. The total expense in connection  
with the catching of rats is estimated at 19,929  
yen.

It may be noted that as long ago as 1866, says  
the *New Press*, steamship captains petitioned  
for either a lighthouse or for signal to be  
placed on Tungying island. This hung fire  
till last February, when a survey was made and  
materials were got ready for the erection of a  
lighthouse or a signal to be started next month.

THE French, says a Chinese dispatch just to  
hand, are increasing their influence in the val-  
ley of Si-Kiang. Their steam service between  
Hongkong has been considerably enlarged.  
The steam service of a capital that we know  
would be the last thing in the world to increase  
its influence. So says the *Morning Leader* of  
the 1st ultimo.

MR. HENRY Seton Merriman has returned  
from his recent journey to Russia, where, the  
*Bookman* understands, he went with a view to  
getting some of the local colour for the new  
novel on which he is now working. Mr. Mer-  
riman is a clever man, but we do not believe  
that even by a journey to Russia can he get  
that "local colour" which comes so naturally  
to Tolstoi and his kin. And surely poor old  
England is not played out as a region for no-  
velists? And what about the Colonies? They  
make an uninspiring show in literature so far,  
and a good novelist in these Imperial days  
ought to patronise their ground, and show them  
how things literary can be done.

THE STRANDED "SOBRAN."   
The Superintendent of the P. & O. Com-  
pany, Mr. H. A. Ritchie, courteously forwards  
the following information to us, from which it  
will be seen that there is a chance of floating the  
ill-fated steamer. We trust that the raising  
operations will prove to be successful and that  
we shall soon see the *Sobran* in Hongkong  
again.

The following is the substance of a telegram  
received from Captain Goddard late last evening:—  
"Commander arrived with pumps and divers,  
after consultation Mackenzie (in charge of  
H.M.S. *Daphne* and H.M.S. *Coromandel*) decided  
attempt to raise steamer. All silk, baggage and  
parcels proceeding *Irene*. Weather favour-  
able."

The China Merchants' S. N. Company state  
that the *Irene* is proceeding to Hongkong.  
Commander F. Powell, R. N., also received  
a telegram from H.M.S. *Daphne*, at Sharp  
Peak to the following effect:—  
"Humber arrived, required for sometime, when  
*Sobran* is lightened cargo coal and pumped out,  
with assistance of two cruisers, there is a  
chance of saving her."

In consequence of this telegram, H.M.S.  
*Heron* was despatched to Tung-Yung at full  
speed this morning and H.M.S. *Blenheim*,  
which is proceeding to Woosung, has also re-  
ceived instructions to call at Tung-Yung.

SANITARY BOARD.

A meeting of the Sanitary Board will be held  
on Thursday, the 2nd May, at 4.15 p.m.

ORDERS OF THE DAY.

1. Report of the Committee on the Medical  
Officer of Health's Annual Report for 1900.

2. Correspondence relative to dumping dead  
bodies in the street.

AGENDA.

1. Amendment to section 35 of the new Build-  
ing Bill and the definition of verandahs.

2. Application for the erection of two water  
closets and three urinals at Thomas' Grill  
Room.







## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU F. L. Sommer	MARSEILLES, LONDON, NANT WERP, VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	FRIDAY, 3rd May, at Daylight
HITACHI MARU G. Anderson	KOBE and YOKOHAMA	FRI.-AY, 10th May, at Daylight
KINSHU MARU H. J. Macmillan	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE, MOI, and YOKOHAMA	SATURDAY, 11th May, at 4 P.M.
AWA MARU N. Treg	MARSEILLES, LONDON, NANT WERP, VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	FRIDAY, 17th May, at Daylight
MIKE MARU M. Yagi	MOI, KOBE and YOKOHAMA	TUESDAY, 21st May, at Noon
WARASA MARU J. B. Macmillan	KOBE and YOKOHAMA	FRIDAY, 24th May, at Daylight
ROSETHA MARU N. Treg	NAGASAKI, KOBE and YOKO-	FRIDAY, 24th May, at Noon
HIROSHIMA MARU S. Yoshizawa	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 24th May, at Noon
KASUGA MARU S. Yoshizawa	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY, ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th May, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. KIHARA,  
Manager.

Hongkong, 27th April, 1901.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GERMANY, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KONIGSBERG Christiansen	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG.)	3rd May. } Freight and Passage.
SEGOWIA Porek	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	26th May. } Freight.
WITTENBERG Hempel	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	10th June. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

[431c]

Hongkong, 29th April, 1901.

## TOYO KISEN KAISHA.

## U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 10th May, at Noon.	
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 11th June, at Noon.	
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 4th July, at Noon.	

## THE Twin Screw Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 10th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

\* Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

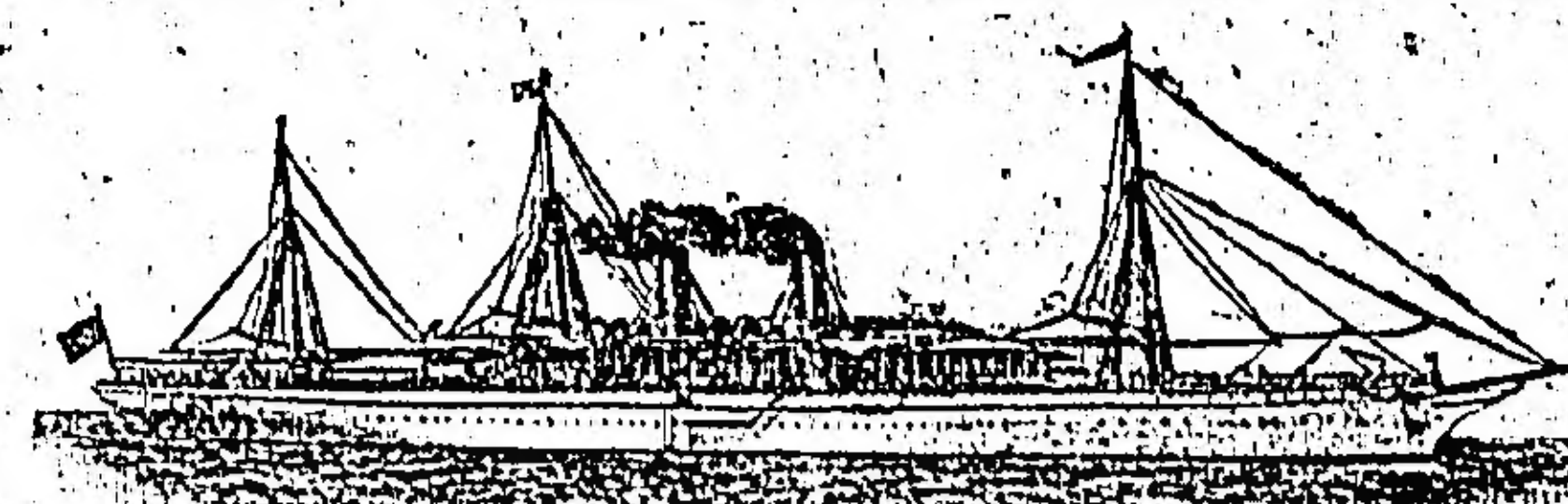
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 23rd April, 1901.

## Mails.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 15th May.  
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th June.  
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 26th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS at a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the 'PALATIAL TRANS CONTINENTAL TRAINS' of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Book, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 24th April, 1901.

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA  
AND EUROPE;  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

Gaile (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 7th May, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 1st June, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 27th June, at Noon.

## THE Company's Steamship

"GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 7th May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 13th April, 1901.

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA  
FE RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO AND  
SAN FRANCISCO.

VIA SHANGHAI, INLAND-SEA OF  
JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,  
and HONOLULU, THE UNITED STATES, &c.

Carlisle City...about...May 12  
Belgian King...about...June 10

## THE Steamship

"CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO, via MOI, KOBE, YOKOHAMA and HONOLULU, on or about the 12th May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE, until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan, Hongkong, 30th April, 1901.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.  
Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL and  
AMERICAN PORTS.

## THE Steamship

"BALLAARAT," Captain C. T. Denry, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 11th May, at Noon, taking Passengers and Cargo for the above Ports.

Sale and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 29th April, 1901.

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG.  
VIA  
SHANGHAI, INLAND SEA OF JAPAN,  
KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA,  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons. Captains. Proposed Sailings.

Tacoma	2,811	A. Dixon	May 17
Victoria	3,502	J. Pantor	May 28
Duke of Fife	3,821	J. S. Cox	June 7

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table. DOCTOR and SURGEON'S OFFICE.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 42 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35. The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to YUKA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents, Hongkong, 29th April, 1901.

## NOTICE.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBIT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

Anchor Oiler, American ship, Amesbury. Blended Oil Co. American ship, Howes. Hattie C. Smith, American schooner, Riley. Masler. Clavering, Brit. str., T. Barker.—Dodwell & Co., Limited.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR	STEAMERS.	TO SAIL
ILOILO and CEBU	KAIFONG	2nd May, at 5 P.M.
TIENTSIN	KWEIYANG	2nd May
SHANGHAI	PAKHOI	4th May
MANILA	SUNGKIANG	9th May
KOBE and YOKOHAMA	CHANGSHA	10th May

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 1st May, 1901.

[51c]

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	DARDANUS	2nd May, A.M.
"	MACAON	9th May
"	ACHILLES	14th May
"	PROMETHEUS	24th May

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL
LONDON	ANTENOR	14th May
"	CALCHES	28th May
LIVERPOOL (DIRECT)	PYRHEUS	10th May
(Taking Cargo at LONDON RATES)	ULYSSES	24th May

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents, O. S. S. Co.

Hongkong, 18th April, 1901.

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INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

## THE Company's Steamship

"KUMSANG," Captain Butler, will be despatched as above TO-MORROW, the 2nd May, at 3 P.M. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 27th April, 1901.

[468c]

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,  
VIA PORTS AND SUEZ CANAL.

## PROPOSED SAILINGS FROM HONGKONG.

"FERNENE" 3rd May.  
"AFRIDI" 24th May.  
"HILGLEN" 14th June.  
"LOWTHER CASTLE" 30th June.  
For Freight and further Information, apply to

DODWELL &amp; Co., LIMITED,

Agents.

Hongkong, 20th April, 1901.

[445c]

## "GLEN" LINE OF STEAMERS.

## FOR KOBE (DIRECT).

## THE Company's Steamship

"GLENSHIEL," Captain J. McMillan, will be despatched for the above Port, on SATURDAY, the 4th May. For Freight or Passage, apply to MCGREGOR BROS. & CO., Agents.

Hongkong, 20th April, 1901.

[474c]

UNITED STATES AND CHINA-JAPAN  
STEAMSHIP LINE.

(HAMBURG AMERIKA LINIE—HAMBURG.)  
FOR NEW YORK VIA SUEZ CANAL.  
(With Liberty to call at MANILA.)  
THE Full-powered Steamship

## "ASTORIA,"

Captain Ostermann, will be despatched as above on or about SATURDAY, the 4th May.

For Freight, apply to CARLOWITZ &amp; Co., Agents.

Hongkong, 15th April, 1901.

[425c]

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

## FOR TAMSUI VIA SWATOW &amp; AMOY.

## THE Company's Steamship

"MAIDZURU MARU," Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 5th May, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 29th April, 1901.

[226c]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"GUTHRIE," Captain McArthur, will be despatched as above on THURSDAY, the 9th May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th April, 1901.

[426c]

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

## STEAM FOR

SINGAPORE, PENANG, RANGOON,  
COLOMBO, ADEN, SUEZ, PORT SAID,  
PIUM and TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

## THE Company's Steamship

"GISELA," Captain Mosca, will be despatched as above on WEDNESDAY, the 15th May, B.M.

For Information as to Passage and Freight, apply to SANDER, WIELER &amp; Co., Agents.

Hongkong, 24th April, 1901.

[126c]

## Intimations.

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.

SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAILMERS' PATENT MOTOR  
LAUNCHES,  
&c. &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIPS STORES AND REQUISITES  
ALWAYS IN STOCK



## THE NEW POLAR EXPEDITION.

We take the following account of the new ship *Discovery* from a recent *Daily Mail*—

The *Discovery* is one of the finest ships that have ever been constructed for Polar exploration. Under the supervision of Mr. R. Patterson, of the Dundee Shipbuilders' Company, and periodically of the chief officers of the expedition, she has been built in a yard which has great traditions in the way of Polar ships, and it is indeed a curious circumstance that she is the second of her name which has been made there. Her predecessor went northwards to the other Pole.

She is unique because no other British ship has ever been built in this way specially for Antarctic exploration. In the first place, this boat, which is costing £50,000, and which, from the scientific and practical point of view, is worth every penny of it, is made entirely of wood, while a necessary condition of her construction was that she should be far stronger than any ordinary navigating boat, and should be able to withstand extraordinary pressure from ice that would crush up a common trading vessel like a match box.

## NO IRON ALLOWED.

Iron was barred for the simple reason that in the very front of the expedition's programme is magnetic survey work of an important description, as the result of which it is trusted that navigation in the far Southern seas will in the future be much assisted. It is certain that at present iron ships in these waters sail many miles out of their way, and an iron exploration ship would be useless for such work. The magnetic pole must be wooded in a wooden craft. Geographical discovery and geological and biological investigation are also important among the expedition's objects, but to the commercial mind it is probable that the one first named will appeal with the most force.

There was then, a problem presented in which a ship was to be made of wood, and so made that she would be stronger and safer than any sheathed in iron plates, and it has been very satisfactorily solved. Nine feet of solid oak in the *Discovery's* stem provide the solution in the all-important forequarter, and the sides all the way round are two feet six inches in thickness, of oak also—not ordinary oak, but grand stuff, grown in Scotland itself and picked with care for its very special purpose. Bulkheads of unusual strength stretch across from side to side, so that when the terrible ice pressure is at its worst the defence may be positively all that is possible in wood.

But it will not stop at that. While she will have these yards of timber in her bows and feet of it in her sides, she will be no clumsy, barge-looking bulk, but a really dapper little craft of the whaler pattern, and one which is as full of ice tricks as she can be. The Antarctic will find it has a harder nut to crack in the *Discovery* than it has ever tried its icy teeth upon before. The Polar fiends may try to circumvent her by winds and freeze big lumps of solid ice upon her, as they have done with venturesome vessels which have been seen in those parts before; but they will find the *Discovery* knows all about that and has had her shape cut accordingly.

## BOER HORSEMANSHIP.

During the past few years Englishmen have become aware that they have something yet to learn in regard to horsemanship. The American jockeys with their ungainly seats have won races on horses which previously had never been returned winners, and in another branch of the art of riding we are now learning something from the Boers. Mr. Herbert Mackford contributes a very interesting article to the *Field* on the Boer as a horseman, and the lucidity with which he expresses his views shows that he has attentively studied the peculiarities of the Boer in the saddle. The chief ends of riding have been well defined as two—to remain in the saddle and to spare the horse. The Boer maintains his position in the saddle by balance. He does not affect an upright seat, and his stirrups are so short that his knees and nose are often very close together, while his feet are stuck right home in the stirrups and at right angles to the horse's body. His horse is perfectly trained, and the Boer and his mount being in complete union the one with the other, make the rider a very formidable foe. Moreover, he is quite familiar with the diseases with which horses are troubled in South Africa, and his acquaintance with the horse is only equalled by his ability with a team of oxen. Mr. Mackford says that the adage "he who fights and runs away" has been handed down for generations, and it is this and his discretion, knowledge of the country, and his skill as a horseman and teamster that render the Boer so difficult to overcome. During the past year we have learned that many English ideals which we have regarded as unimpeachable have to be relinquished, and it would seem as if our mounted troops are trained to be skilful in a style which is non-essential to successful warfare. We may ridicule the Boer seat, and his figure in the saddle may resemble poor Mr. Briggs, as John Leech portrayed him, testing the pleasures of hunting, but is not his skill as a horseman another case of the foolish things confounding the mighty?

## DEVELOPMENT IN WIRELESS TELEPHONY.

A recent number of *Le Figaro* contained an article by M. Emile Gautier, which, after stating that "the first step has been made toward the discovery of wireless telephony," proceeded to give an account of the experiments recently conducted by a M. Maiche, who is now able to transmit speech through the earth for the distance of 1,000 or 1,200 yards. The claim of M. Gautier has caused the appearance of several communications in the European press which show that the "first step" was actually taken some time ago, and that now, as a result of the recent experiments made by Sir William Preece under the auspices of the British general post office, it is possible to telephone without wires for a distance of four miles.

The first successful test was made by Sir William in February, 1899, across Loch Ness, in the Scottish highlands, where the experimenter sought to compare telephonic with telegraphic signals, or in other words, to ascertain whether articulate speech could be maintained under the same conditions as Morse wireless signaling. These trials showed that it was possible to exchange speech across Loch Ness at an average distance of 13 miles between parallel wires, when the length of the wires themselves were reduced to four miles on each side of the water. Eighteen months ago Sir William Preece was experimenting according to the same scheme on the Menai straits, discovered that the parallel wires could be shortened, provided they were terminated by earth plates of the sea itself.

In December, 1899, it became desirable to establish communication between the islands or rocks known as the Skerries and the mainland of Anglesey, in North Wales, and it was determined to do this by wireless telephony. A wire 250 yards in length was erected along the Skerries and on the mainland one of three and a half miles from a point opposite the Skerries to Cemlyn. Each line terminated in an earth plate immersed in the sea, and the average distance between the parallel portions of the two wires was 2.3 miles. Telephonic communication was readily maintained, and the service thus established has been in constant operation ever since. Last summer further experiments were made with the Preece system of wireless telephony between Rathlin island on the north coast of Ireland, and the mainland, where oral messages were readily sent over a distance of four miles.

Sir William Preece has demonstrated that the distance through which a telephonic message can be sent is practically infinite, provided the parallel wires are sufficiently extended. Thus the length of the wires in order to send a message, any desirable distance proved the first obstacle against the system being employed on all occasions. Recently, however, he is said to have overcome this difficulty partly by the substitution of induction coils for straight wires, so that where before it was necessary to stretch wires in parallel lines for 1,500 yards, the same wires in coil now reach less than 50 feet, while communication is possible when the distance between them is increased to nearly five miles. A perfected form of the induction system is now being employed in an apparatus which Sir William Preece is making, which will enable vessels at sea to communicate with each other, even though widely separated.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office—

Ahern, J.  
Agan, D.  
Arias, D.  
Arthur, T.  
Auger Bishop Van  
Armistead, Miss A. J.  
Bittan, Mrs.  
Brokenshire, F.  
Beal, Gunter J.  
Bertram, C.  
Brown, J.  
Boyd, R. P.  
Beylis, M.  
Bannerman, J.  
Burson, Chas.  
Bent, G.  
Bryan, M. R.  
Bergerswsky, J.  
Bernedo, J. G. G.  
Bird, W. B. M.  
Bohn, O.  
Baird, H.  
Baum, F.  
Bühning, N.  
Drucro, C.  
Bidal, A. H.  
Bastchewsky, M. de  
Cohen, A. S.  
Cream, Chambers, Capt. R.  
C. H.  
Callen, F. W.  
Candler, W.  
Chang, Brothers & Co.  
Child, H. E. A.  
Chapman, W.  
Cartridge, J.  
Cowie, E. H.  
Crawford, Mr.  
Callen, Capt. V.  
Comie, Mrs.  
Carlock, Capt. Van.  
Cahill, G.  
Cox, A. A.  
Courrie, J.  
Cook, L. F.  
Dunlop, R.  
Delfs, Capt. P.  
Davis, J.  
Dowel, Mrs. A. J. T.  
Drake, Mrs. F. J.  
Davis, S.  
David, R. D.  
Drewes, Capt. H.  
Dannenberg, Miss E.  
Darlington, H.  
Daukewich, P.  
Dare, Miss H.  
Dodge, V. A.  
Ella, J.  
Eckert, W.  
Eienne, C.  
Eitel, L. L.  
Elkins, S. B.  
Evans, A. M. A.  
Edmunds, H. W. S.  
Ezekiel, J.  
Egrijas, A.  
Fidwell, J. P.  
Fergusson, R.  
Freeling, Lady.  
Fernandez, V. D.  
Frieburg, S. S.  
Fobris, G.  
Fasgen, P. M.  
Goeth, F.  
Grant, W.  
Garis, H. L.  
Greenwood, Miss E. B.  
Gyr, H. W.  
Glendinning, R.  
Goodwin, L.  
Georgeson, J.  
Grant, J. K.  
Gutierrez, L.  
Gomes, J.  
Greenwood, T.  
Green, Mrs. G.  
Garratt, S.  
Grimes, J. B.  
Hamilton, G.  
Hermion, H. V.  
Harkens, J.  
Herbiville, E. D.  
Honey, B.  
Hardy, R. J.  
Hachis, C. W.  
Hoag, P. V.  
H. K. Amateur Photo Club.  
Hinderkoper, J.  
Hooley, P. F. G.  
Havermeyer, F. C.  
Haby, G.

Leslie, M. K.  
Liberge, C.  
Lowe, F.  
Lozada, Dr.  
Lawlor, F. B. S.  
Lanuz, J.  
Lawling, C. C.  
Liblain, T.  
London, H. J.  
Lester, H.  
Lyal, R.  
Laglaize, L.  
Martin, Miss E. G. O.  
Martin, T.  
Minchin, D. J.  
Molty, M.  
Moorehouse, J.  
McIntosh, J. G. G.  
Moore, Bishop.  
Merry, Mrs. D. J.  
Menschel, L.  
Moore, J. W.  
Murphy, Mrs. F.  
Marshall, S. F.  
Monroe, H.  
Marcus, T. R.  
McGregor, A.  
Morris, H.  
Mullis, F. S.  
Muren, F. S.  
Maxwell, Lieut. D. H.  
Myer, J. D.  
Maxwell, J. F.  
Nicholson, H. J.  
Nash, F.  
Nash, F. S.  
Nicol, J. A.  
O'Beirne, J.  
Palmer, J.  
Partridge, Dr. L. S.  
Phillips, C. F.  
Percira, Miss S.  
Peterson, J.  
Porter, A. M. J.  
Postrado, J. G.  
Paulsen, T.  
Pillory, J. R.  
Prestovsky, R.  
Penturinsky, J.  
Patterson, J. H.  
Patcher, A. J.  
Rosa and Lilly.  
Rosa.  
Riel, G.  
Routens, J. W.  
Rigby, J.  
Rippling, J.  
Rehennoboy, H.  
Rivington, C. F.  
Rose, R.  
Ramos, A.  
Rowand, A. G.  
Read, Miss M. B.  
Rushy, G. B.  
Roberts, Rennie, F.  
Riegion, Capt. A.  
Reid, Miss.  
Roose, A.  
Reid, Capt. T.  
Roberts, Mrs. J.  
Rowington, C. F.  
Samborn, F. G.  
Sheppard, P. A.  
Stewart, J. E.  
Sheller, W.  
Stewart, A. H.  
Sylvester, F. W.  
Scutlan, J.  
Solomon, Major L. L.  
Shannon, Miss.  
Schlichting, Mrs.  
Smith, W. A.  
Saaid, J.  
Spieler, L.  
Stewart, Messrs. J. & G.  
Silverthorne, A.  
Sanderson, A. O. D.  
Sicon, E.  
Stephan, A.  
Stawfield, A.  
Starr, Miss E.  
Steel, Edg.  
Shrewsbury, R. W.  
Stephens, G.  
Stanley, N. L.  
Stargis, Mrs. G.  
Sawada, Miss.  
Townsend, A. M.  
Thompson, P. H. W.  
Turney, A. H.  
Thom, Capt. J.  
Taylor, C.  
Tomylkitt, J.  
Torre, T.  
Tajloy, B. W.  
Thompson, Mrs. R. M.  
Westcott, Mrs. H.  
Weston, C. R.  
Whitworth, C.  
Wheatley, W. E.  
Woodley, W.  
Watson, H. G.  
Wegener, Dr. G.  
Watson, J.  
Wilds, M.  
Webster, Dr. W.  
Wright, Capt. W.  
Watson, Dr.

James, San B.  
Johnson, J.  
Johnson, C. E.  
Jeffries, Rev. M.  
Joasiano, S.  
Jor, A. (Sailor)  
Jenkins, C. M.  
Kirkpatrick, M. C.  
Kinn, C. H.  
Kelper, G.  
Kotewell, R. H.  
Karmants, R.  
Kirk, R. W.  
Kelton, W.  
Kubin, F.  
Kneule and Straiff  
Kierulff, P.  
Kukman, G. W.

Wallace, F. J.  
Walker, S.  
White, S.  
Westrop, Miss.  
Wilkins, Mrs.  
Wentford, E.  
Verhman, L.  
Weedon, G.  
Weber, Dr. E.  
Welch, J.  
Will, W. N.  
Wicks, G. E.  
Whitcomb, T. C.  
Walker, J. D.  
Young, W. R.  
Verex, J. A.  
Zinn, G. A.

## List of Registered Covers in Poste Restante.

Allam Thu Con & Co.  
Aboonne, P. A.  
Adam, Miss.  
Amin Khan, Lapiz  
Abdul Khan  
Allah Deen, I.P.C. 775  
Afai Khan  
Ahmed Iben, I.P.C. 638 (2)  
Abda Khan, I.P.C. 798  
Attare Khan, No. 774  
Butchen Singh  
Bhagwan Singh  
Buddha Khan (3)  
Bull, P. Gulva  
Brougham, Ed.  
Blank, Miss A. Arran  
dale, Southport. (1)  
Returned.  
Bertram, C.  
Bata Singh  
Bova and Co., Supt.  
Brewery.  
Burkely Ali Khan, I.P.C. 536  
Bergmann, H. & R.  
Brimble, Capt. A.  
Cotewall, H. R.  
Crews, J.  
Chandi Singh  
Carum Bakhsh (Umballa)  
Caine Road No. 29  
Chandar Pal Singh  
Clarkson, G.  
Chunda Singh, I.P.C. 585  
Clarke, J. Y.  
Chao, H. Y.  
Cameron, Allan  
Davis, Mrs. Lamartine  
Dargelli, Miss F.  
Delhi, N. M. Khan  
Dean Singh, I.P.C. 547  
Dannberg, H.  
Dencan, J. d.  
For Sunkar Sang  
Fazal Ahmed  
Falek, W.  
Flores, J. S.  
Fox, F.  
Fammet (Bombay)  
Felicie, Blaz  
Fousisane, A.  
Ferreira, F. X. P.  
Frampton, Mrs. (3)  
Fairis, G. (Singapore)  
Ghous, Mohamed M.  
Goh Rikisaburs  
Geoghegan, N. M.  
Ghulam Rasool  
Galtiche, Fr.  
Gahor Khan  
Gewanal Singh, I.P.C. 807  
Garcia, R.  
Gulab Khan, I.P.C. 529  
Gunda Singh  
Guion, J.  
Hans, Mrs. A. J. C.  
Heintz, H.  
Hinton, R. S.  
Hollister, G. K.  
Hinda Singh  
Harazuchi, B.  
Harper, A.  
Hand, H. J. (Manila)  
To. Constancio  
Hand, Vic. Eng.  
School, Hongkong.  
Harwood, Thomas  
Hassam Ali, I.P.C. 667  
Hilton, St. John.  
Hazar Khan, I.P.C. 616  
Hessa, Miss O.  
Hodge, Ed. G. Port-land (Maine), Returned.  
Hakam Singh, I.P.C. 602  
Hall, J. L.  
Harrison, R.  
Joseph, S. S. Abdul  
Jamal Shah  
Jamaal Singh  
Jawalla Singh, I.P.C. 674  
Johnson, C. E.  
Jandoo  
Kushiro, C.  
Kierna, Miss A.

## List of Registered Covers for Merchant Ships.

S.S. Antigo ..... F. Wallat.  
"Belgian King" ..... Abernethy. (2)  
"Hergenthaus" ..... J. Revendens.  
"Calchas" ..... H. C. Beasley.  
"Calchas" ..... Mr. Carefull.  
"China" ..... Mr. Cooper.  
"Deucalion" ..... M. J. Garbutt.  
"Emma Luyken" ..... Capt. Wallis.  
"Idomeneus" ..... T. Connolly.  
"Kirkfeld" ..... G. Dabren.  
"Menelaus" ..... J. Ambrose.  
"Monmouthshire" ..... Capt. J. Kennedy.  
"Palatia" ..... W. Crowley.  
"Radley" ..... John Mann.  
"Savine Richmond" ..... R. G. Lowden.  
"Saint Jeromes" ..... Capt. A. Jones.  
U.S.S. Saturn ..... H. Mines.  
S.S. Shantung ..... Miles.  
"Ulysses" ..... H. Weldon. (2)  
"Urania" ..... Capt. Wilson.  
"Vienna" ..... C. McLay.  
"Wongkoi" ..... C. Schunz.

## AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.  
Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.  
Ladies and Children's Under-clothing, Cuffs, and Collars renewed on old ones.  
Materials can be supplied, if required.  
The Superiores will also be most grateful for any PAPERS, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.  
Hongkong, 22nd April, 1902.

## Announcements.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.  
HONGKONG EXCHANGE, OPEN DAY AND NIGHT.  
SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS.

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON, Manager.

Hongkong, 13th December, 1900.

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS AND BOOKS, NAUTICAL INSTRUMENTS.

Sole Agents for Lunz, Aulohaus' Watches, awarded the highest Prizes at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPYGLASSES.

No. 54 & 56, Queen's Road Central.

JUST OPENED.

A FINE Consignment of FRENCH PRESERVES of a well known make.

Quality will speak for itself.

H. RUTTONJEE, 23 & 25, Eldon Road, Kowloon.

Hongkong, 16th April, 1901.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, gonorrhoea, gonorrhoea, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, discharges of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 3/6 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

NOTICE.

THE OFFICES OF THE "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & CO.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st May, 1901.

## Announcements.

WORTH A GUINEA A BOX.  
BEECHAM'S PILLS.  
FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, IMPAIRED DIGESTION, WEAK STOMACH, DISORDERED LIVER, AND FEMALE AILMENTS.  
ANNUAL SALE SIX MILLION BOXES.  
50 CENTS PER BOX.

Prepared only by the Proprietor—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the EMPIRE OF CHINA—

WATKINS, LIMITED, APOTHECARIES' HALL, 65, Queen's Road Central, Hongkong.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for CLEMENTS' WHEELS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" IS THE BEST.

50, QUEEN'S ROAD CENTRAL, Hongkong.

NOW READY.

A PAMPHLET

ON SOME SERIOUS LOCAL PROBLEMS

AND A FEW SUGGESTIONS FOR DEALING WITH THEM.

BEING A LECTURE DELIVERED BEFORE THE ODD VOLUMES SOCIETY.

BY MR. H. E. POLLOCK, Barrister-at-Law.

To be obtained at the Office of This Paper.

PRICE 50 CENTS.

Hongkong, 1st June, 1900.

NOW READY.

AN ACCOUNT OF THE RECEPTION OF H.M.S. "TERRIBLE."

HONGKONG AND THE FESTIVITIES CONNECTED THEREWITH.

WITH A WOODCUT OF THE "TERRIBLE."

To be obtained at the Office of This Paper.

PRICE 30 CENTS.

Hongkong, 1st June, 1900.

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE, 5, D'Aguliar Street.

Hongkong, 27th April, 1901.

RIGAUD'S White Violet Extract.

This fugative and delicate perfume is persistent as an Extract for the handkerchief while—as a Soap and Powder, it has been adopted by the most refined French Society.

RIGAUD & Co., 10,000 White Violets equal each bottle of RIGAUD'S Extract.

PARIS.

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as he has before, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUES AND VIEWS.

Hongkong, 32nd September, 1900.

SIEN TING, SURGEON DENTIST.

No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 20th September, 1900.

DENTISTRY.

AMERICAN SYSTEM. WONG HO-MI, SURGEON DENTIST.

TERMS MODERATE. CONSULTATION FREE.

50, QUEEN'S ROAD CENTRAL.

Hongkong, 1st January, 1901.

DENTISTRY.

SUI SANG, (Lately Practising with Dr. L. SAKATA), DENTIST.

No. 4, Queen's Road Central.

Hongkong, 1st January, 1901.

CONSIGNERS.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

"CITY OF PEKING."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY, Acting Agent.

Hongkong, 25th April, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship.

"DALLAARAT" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From London, &c., ex S.S. Himalaya and Calcutta.

From Australia, ex S.S. Britannia.

From Persia, ex S.S. Java.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 1st May, at 4 P.M. will be subject to rent.



